



Seward & 36th

IMPROVEMENTS

Welcome and Introductions

Project Overview

Questions and Answers / Round Table Discussion

Recap

Next Steps

Welcome and Introductions

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ADOT & PF

Sean Holland – Project Manager

Bart Rudolph - Planner



HDR Alaska

Paul Witt – Project Manager

Mike Tooley – Sr. Highway Engineer

Leslie Robbins – Environmental Planner

Jessica Abbott – Public Involvement



Project Area Map

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Meeting Goals

- **Share information about the project and preliminary alternatives**
- **Hear YOUR concerns and ideas**



Project Background

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- Every day, more than 55,000 vehicles travel through the New Seward Highway/36th Avenue intersection.
- The intersection is failing—it can't meet demand from the growth in Midtown and U-Med District.
- The New Seward Highway/36th Avenue intersection tied for second place as the intersection with the highest number of vehicle collisions in the MOA, generally rear-end collisions.
- A high priority project in the current Anchorage Metro Area Transportation Solutions (AMATS) 2035 Metropolitan Transportation Plan (MTP).
- Currently 100% state-funded at \$36 Million, although the project would likely cost more.

Proposed Purpose:

- To accommodate existing and future travel demand at the New Seward Highway/36th Avenue intersection in Midtown Anchorage

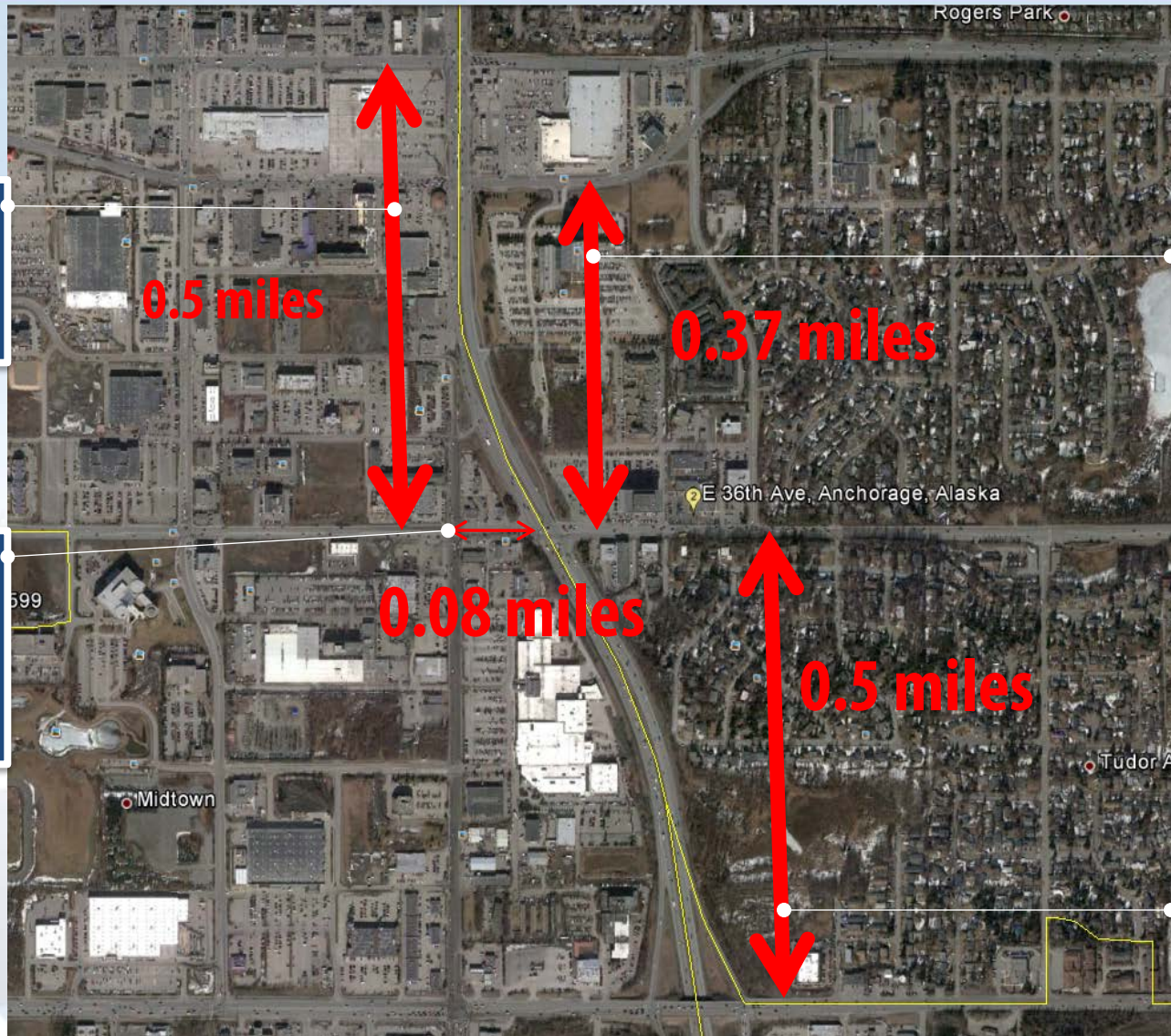
Need for the Project:

- Relieve unacceptable traffic congestion
- Improve operational and travel efficiencies
- Remedy safety problems associated with the intersection, including pedestrian and bicycle crossings

- **Improve traffic flow in Midtown and on the Old and New Seward Highways**
- **Shorten travel times to and from Midtown and U-Med District**
- **Improve safety by reducing crashes**
- **Improve safety and travel for pedestrians and bicycles**
- **Consistent with AMATS 2035 MTP**

Physical Constraints

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View along 36th Ave., looking east.



Old Seward Highway

View along 36th Ave., looking west.

Best
Western
Golden Lion
Hotel



CH2MHill

AWWU Lift Station

Various Utilities

- Storm drains
- Sewer trunk lines
- Aerial power and telephone
- Traffic signals and street lighting



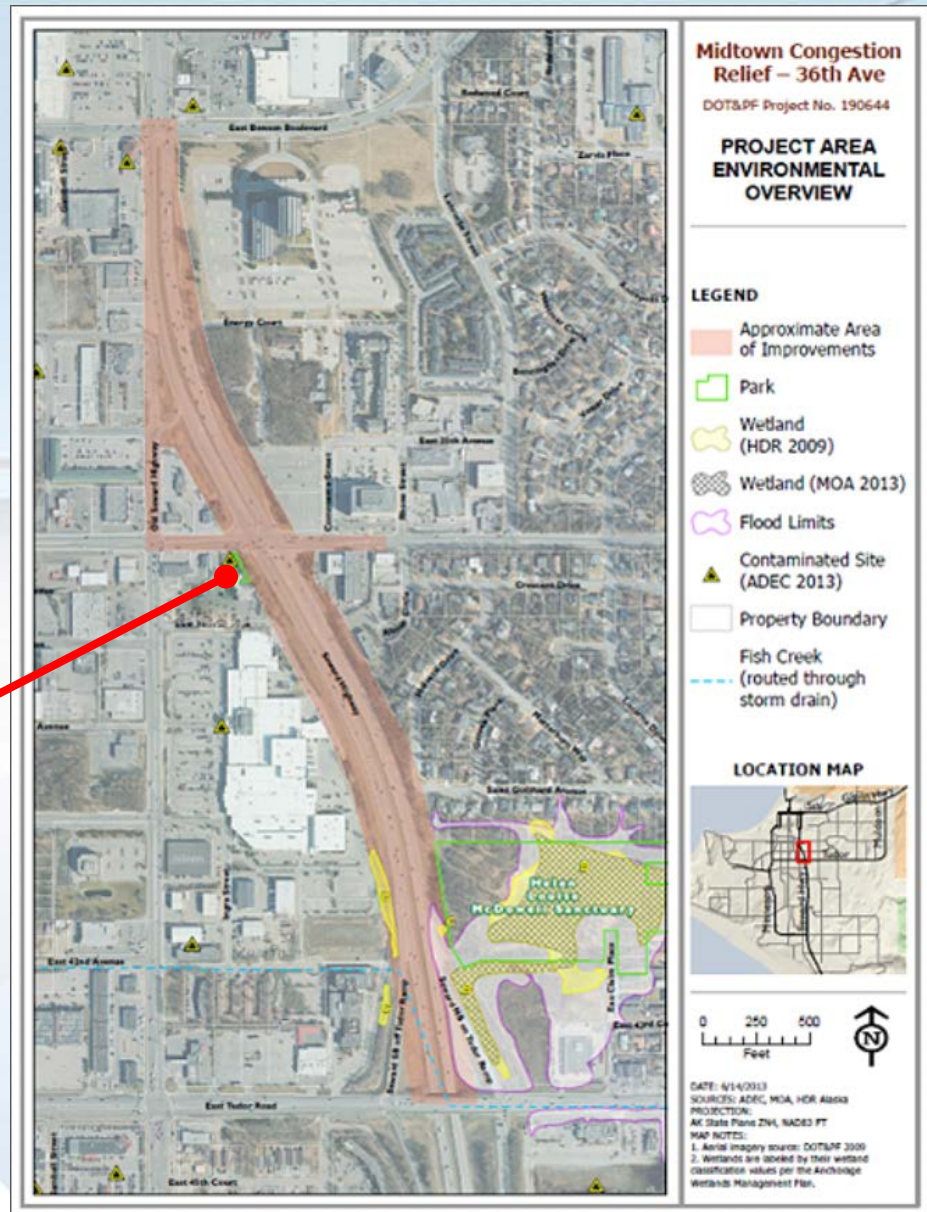
BP Energy Center

Environmental Concerns

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- Parks
- Wetlands
- Noise
- Access

New Seward / 36th
Ave. Intersection



- **Grade-Separation**
- **Conventional Single Point Urban Interchange (SPUI)**
- **Hybrid Single Point Urban Interchange (hSPUI)**
- **Continuous Flow Intersection (CFI)**
- **Hybrid Diverging Diamond Interchange (hDDI)**
- **No Build** (*existing condition, at grade signalize intersection*)

Design Alternatives for Refinement and Comment

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- Hybrid Single Point Urban Interchange (hSPUI)
- Continuous Flow Intersection (CFI)
- Hybrid Diverging Diamond Interchange (hDDI)



Hybrid Single Point Urban Interchange (hSPUI) - Left Hand Entrance/Exit

Benefits

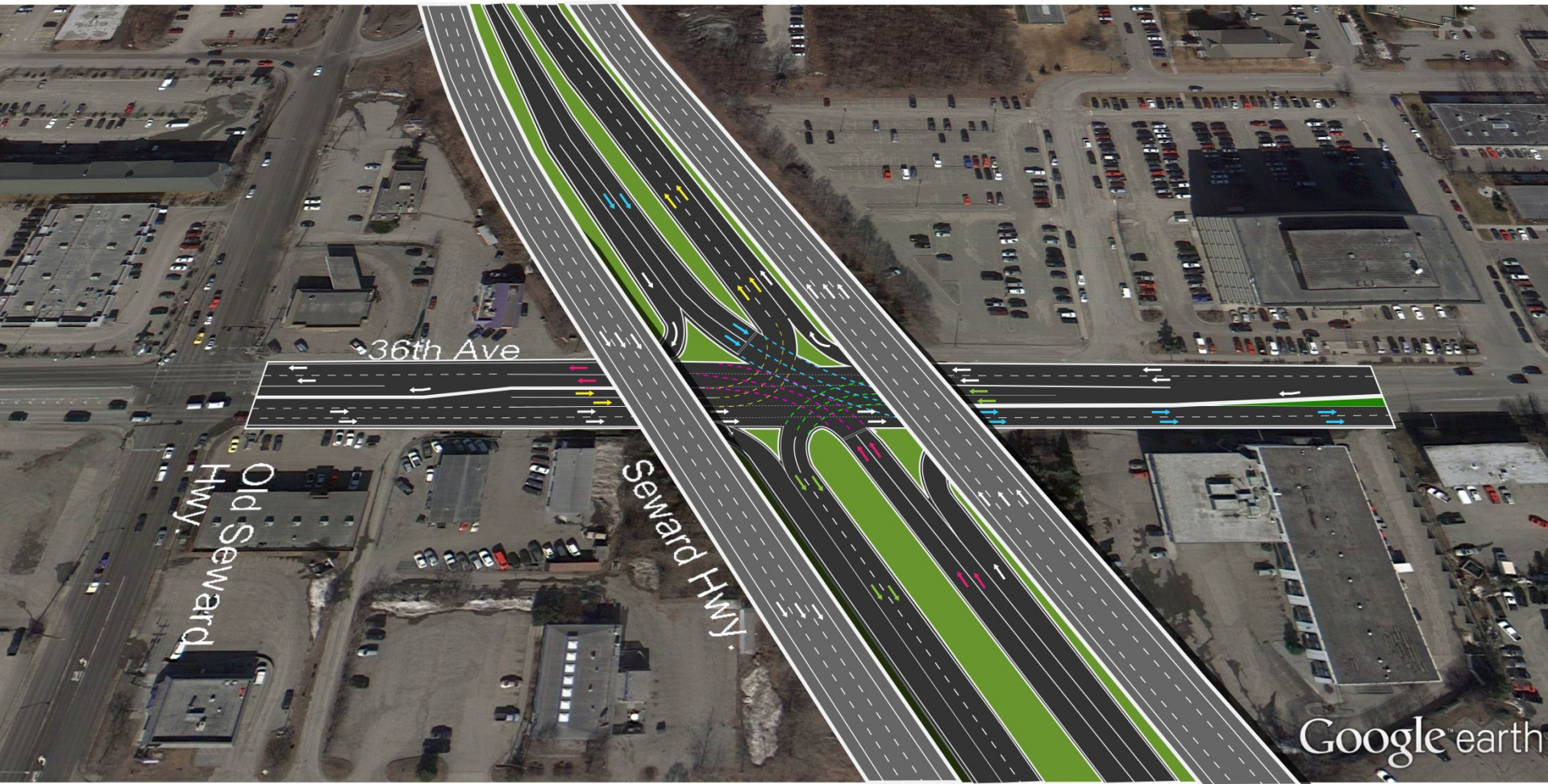
- Allows Tudor Road interchange to remain without modification
- Does not preclude possible future interchange to north
- Allows full access to U-Med District
- Allows full traffic access to all roadways

Challenges

- Changes driver expectation of access to U-Med District (*short learning curve*)

Design Alternative - hSPUI

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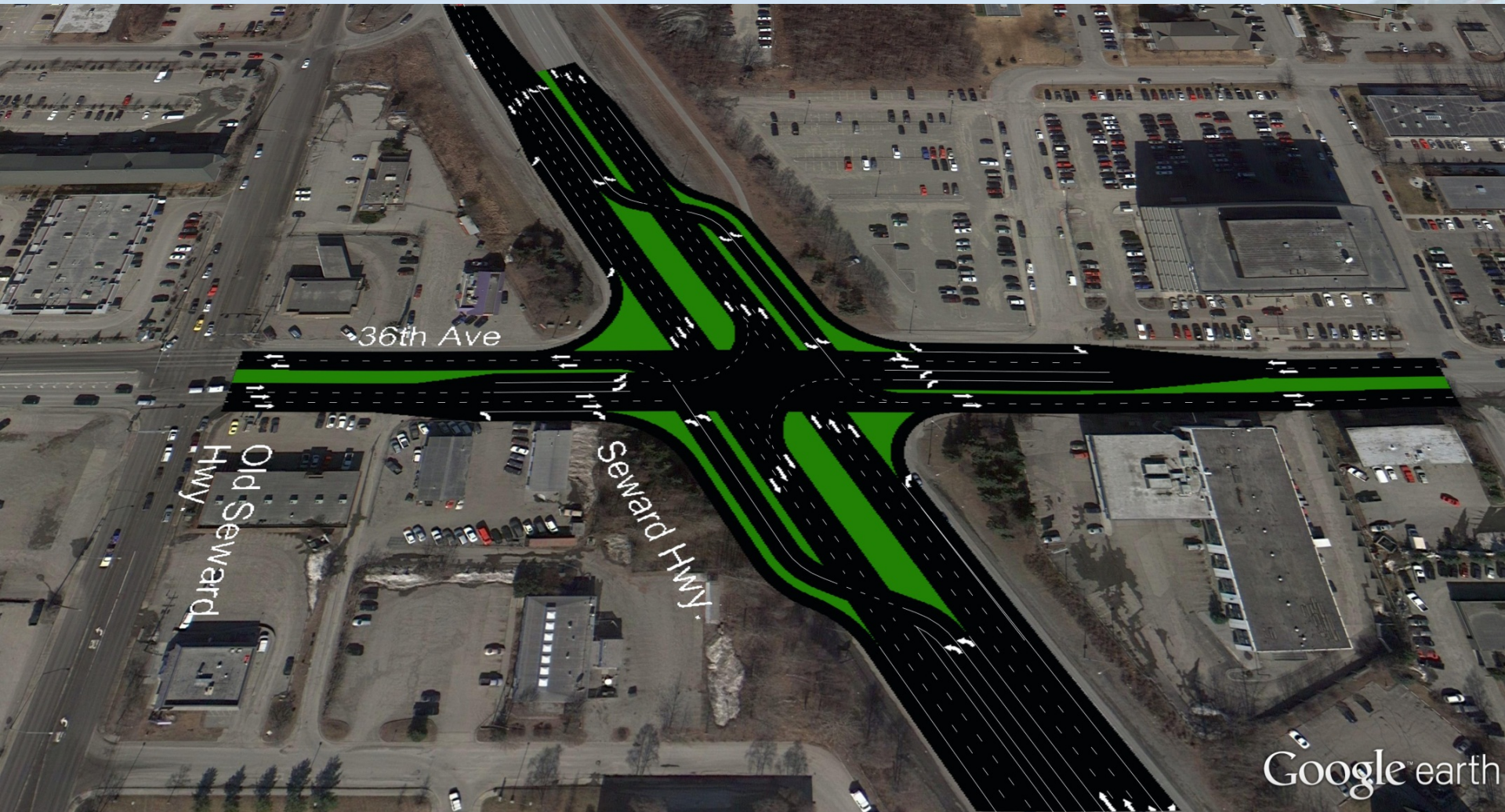
Continuous Flow Intersection (CFI)

Benefits

- At-grade solution
- Eliminates phased traffic signals and reduces queues
- Can be built with current funding

Challenges

- Shorter life expectancy (less than 10 years)
- Harder for pedestrians and bicycles to use
- CFI's have not yet been used in colder climates
- Changes driver expectations of left-turns (*short learning curve*)



Hybrid Diverging Diamond Interchange (hDDI)

Benefits

- Could handle twice the traffic numbers present today
- Vehicles no longer cross lanes of traffic
- Approximately 75% safer than traditional intersections
- Better for pedestrians and cyclists, fewer crossing areas/points of conflict

Challenges

- Changes driver expectations (*short learning curve*)
- Could not easily be changed in the future



**What criteria
would you
consider?**



Next Steps - Schedule

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**20% design delivery and
environmental document in
early 2014**

2014



**Construction targeted for
work in 2015 pending funding**



2015

Next Steps - Public Involvement

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www.sewardand36th.com

The screenshot shows the official website for the Seward & 36th Improvements project. At the top, it features the State of Alaska logo and navigation links for various user groups. The main header identifies the project as part of the Alaska Department of Transportation and Public Facilities (DOT&PF) Central Region. A large banner image shows traffic at the intersection, with the text 'Seward & 36th IMPROVEMENTS' overlaid. Below the banner, a navigation bar includes links for Home, Schedule, Public Involvement, Comment, Resources, and Contact Us. The 'Public Involvement' section is active, displaying a welcome message and a 'Project Overview' section. The overview describes the project's goal to reduce congestion and improve safety at the intersection of Seward Highway and 36th Avenue. A 'Project Location Map' is provided, showing the project area in Anchorage, Alaska, near Lake Otis and Grogan Park. The map highlights Seward Hwy, E Benson Blvd, E 33rd Ave, and E 36th Ave.

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Central Region

Search

DOT&PF State of Alaska

Seward & 36th IMPROVEMENTS

DOT&PF > Central Region Project Info > Seward and 36th

Home Schedule Public Involvement Comment Resources Contact Us

Welcome to the Seward Highway and 36th Avenue Improvements project website. The Alaska Department of Transportation and Public Facilities (DOT&PF) is developing preliminary engineering, environmental and permitting for future improvements at the intersection of 36th Avenue and the Seward Highway.

Please visit this site often to stay informed as the project progresses.

Project Overview

The Seward Highway and 36th Avenue Improvements Project (Seward and 36th Improvements) will red... Highway between Tudor Road and approximately 33rd Avenue, and will develop a new interchange at S... to reduce congestion and reduce vehicle crashes. The project area, about 1.5 miles in length, is locate... Avenue and Tudor Road. Improvements may include grade separations, highway ramps, frontage roads... phasing alternatives.

Project Location Map

E BENSON BLVD
E 33RD AVE
E 36TH AVE
SEWARD HWY
LAKE OTIS
Grogan Park

Additional Public Meetings



- Shorten travel times to and from Midtown and U-Med
- Improve safety by reducing crash rates
- Improve safety and travel for bicycles and pedestrians

Resource Materials
Available Online

Do you have comments?

- Submit a comment here or visit our website at www.sewardand36th.com
- You may also contact
Sean Holland
DOT & PF Project Manager
- Phone: (907) 269-0670
- Email: sean.holland@alaska.gov



What are your thoughts?

We want to hear from you:

- **What are your ideas for achieving the project goals?**
- **How can we minimize impacts to private property?**
- **What are your ideas about minimizing congestion?**



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